

REFLECTIONS
ON THE
PROCLAMATION
OF THE SECOND OF JULY, 1783,
RELATIVE TO THE TRADE BETWEEN THE
United STATES of AMERICA
AND THE
WEST-INDIA ISLANDS;
ADDRESSED TO
THE RIGHT HONOURABLE WILLIAM PITT,
First LORD of the TREASURY,
and CHANCELLOR of the EXCHEQUER.

“ The decays that come upon and bring ruin to any country, do
“ constantly first fall upon the land; and though the country
“ gentleman is not very forward to think so, yet this never-
“ theless is an undoubted truth; that he is more concerned in
“ trade, and ought to take a greater care, that it be well mana-
“ ged than even the Merchant himself.”

LOCKE.

*From Sir Philip Gibbs
to
The Honble General Council*

REPORT

OF THE

COMMISSIONERS

OF THE

LAND OFFICE

IN

RESPONSE TO A

RESOLUTION

PASSED BY THE

LEGISLATURE

REFLECTIONS, &c.

IT is hoped that in examining a measure of Administration it will not be difficult to reconcile freedom with delicacy. Exemption from error is not the privilege of the wisest councils. Opportunities of information give advantages, in some cases, over superior abilities. It is therefore with all the respect due to the advisers and approvers of a late Proclamation, that this attempt to examine the nature and tendency of it is now made. The intention is to state the advantages proposed on the one hand; and the consequences apprehended on the other; and then to submit it, upon a fair statement of facts, how the interest of Great Britain will be *ultimately* affected by the measure.

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It is admitted, that the wisdom and policy of every measure proposed by Ministers should be tried by its tendency to promote and secure the welfare and power of Great Britain.

By the Proclamation certain articles therein enumerated are permitted to be imported into the West-India Islands in British built ships, owned by his Majesty's subjects, and navigated according to law. This permission to British subjects to trade in British bottoms, from the West-India Islands to America, is indeed a relaxation of the act of the sixteenth of his present Majesty "for prohibiting all trade and intercourse within the colonies of North America, during the continuance of the Rebellion within the said colonies." To British subjects it gives a release from those restraints—: To the Americans, it continues the prohibition to trade to those colonies in their own bottoms.

The principle, which suggested the prohibition, ought to be maintained with an attention

tion equal to its importance to the state. The internal resources of this country are insufficient for the increased demands of Government. It is at length become dependent upon external resources for its support. It must draw those resources from its commerce. Its commerce must be increased, as much as it can be, by an extension of its navigation. And commerce can only be preserved by the power, which an extension of its navigation creates.

But at the same time that all this is admitted, it must be observed the external resources of this country depend upon *judicious regulations* in its commerce. Regulations laid with a view to the extension of navigation should be guarded against injurious effects upon trade. Where the national detriment to trade occasioned by the *Restraint* preponderates over the national advantage to navigation derived from such *Restraint*, it is an error in policy to impose it.

The advantages proposed from prohibiting the Americans to trade in their own bottoms are two. To give increase to the shipping and seamen of Great Britain : To suppress the progress of the maritime power of America.

Before the consequences apprehended from the *Degree* of prohibition, to which the proclamation extends, are stated ; it seems necessary to describe the mode, in which the trade between America and the sugar islands was carried on before the separation of America from Great Britain.

The vessels employed in that trade were generally *Sloops* and *Schooners* ; which are single decked, and without top masts ; in size from one hundred to one hundred and fifty tons ; navigated by five or six men, and a boy. The American merchant sent his cargo to the West-Indies in a vessel owned by himself ; sometimes under the direction of a supercargo, sometimes consigned to a
correspon-

correspondent. The small value of the vessel and the low charges of navigation, added but little to the price of the goods. The nearness of situation enabled the American merchant to make always two, oftener three voyages in the year: So that from America the West-India Islands received regular and plentiful supplies upon the easiest terms; for which the Americans took rum and sugar in payment. The planters thus supplied with cattle, horses, provisions, lumber, &c. were enabled to adopt the plan of management most advantageous to themselves and to Great Britain. Much of that land, which otherwise would have been applied to the cultivation of provisions for the maintenance of negroes, and the raising cattle for draft, was appropriated by them to the cultivation of the sugar cane. By this mode of husbandry, the quantum of sugar and rum, the most profitable articles of their produce, had greatly increased. *The Revenue was proportionably augmented.* To how great a degree this increase had risen, the books of
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the Custom-house will shew: Official accounts delivered from thence at the bar of the House of Commons prove, that from the year 17⁶²~~64~~, to the year 1773, the import of sugar only to England rose from one hundred and thirty thousand to one hundred and seventy thousand hogsheads; an augmentation in value of eight hundred thousand pounds per Annum; in quantity, of forty thousand hogsheads; which by the late additional duties on sugar would now prove an increase to the Revenue of two hundred and forty thousand pounds, if the same happy system, which produced that increase, has not been unfortunately interrupted in the course of the last ten years.

It may be painful to expose by nice calculation the great national loss sustained by the check, which the progressive increase of sugar has received during that period. It shall suffice to state the fact. It is presumed the information will excite enquiry and reflection. The fact is, that the *Increase* in
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the import of sugar to England in ^{eleven} ~~nineteen~~ years ending in 1773, was 40,000 hogfheads. That the decrease in the course of ten years from 1773 to 1783 appears by the account annexed to be upwards of 60,000 hogfheads.

After this explanation how the management of a sugar plantation was connected with the trade to America ; it will be proper to shew how the proclamation reverses the system. It obliges British subjects to become owners of the vessels employed in that trade ; to consign their rum and sugar to America, at their own risk, and upon their own account ; and there to purchase plantation supplies. *Sloops*, and *Schooners* may indeed be built in England, suited to the West-India trade ; but for good reasons which might be assigned, the planters are not likely to engage in that article of commerce : and British merchants will be induced to embark in it, only, by the hopes of great profit from high freight. Now no-
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thing can be more clear than that the vast difference in the price of materials for building in England and in America, with the difference in the subsequent charges of repairs, wages, and maintenance of seamen, and the high freight, must all be laid upon the price of the supplies. By this alteration in the mode of carrying on the trade, the profits of the commission business, known to merchants to be the most valuable, because the most certain, are all transferred from the British West-India merchant to the American. He not only loses this advantage, but suffers the misfortune of being thrown upon the mercy of his American agent to allow him what price he likes upon what he sells for him; and to charge the price he pleases upon what he remits to him.

From these circumstances, under which the proclamation unhappily puts the sugar colonies, the consequences apprehended are ;—That their supplies will be scanty
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Irregular, and a disappointment occasioned by a precarious dependence upon foreign markets, would produce the most calamitous consequences—: That if supplied with regularity and sufficiency, the price of every article imported for the use of plantations will be raised so much above its proportion to the value of sugar and rum, at any market in Great Britain or America, as to oblige the planter to abandon the ancient system of management.

A sugar plantation has been aptly compared to a manufacture; with the peculiar circumstance of producing the raw materials from the soil. In all manufactures, a due proportion must exist between the price of the raw materials, whether purchased at market, or raised at home, and the value of the thing manufactured. If the manufacture does not meet a price at market, proportioned to the expence of the operation added to the cost of the materials, neither industry nor frugality can preserve the man from ruin.

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Let it be supposed, that speculation should induce some landed man to do in Ireland, what the nature of the property forces the landholder to do in the West-Indies; to ingraft the manufacturer upon the farmer. Suppose the speculative farmer should appropriate his land to the raising flax and hemp, with the intention of becoming the manufacturer of those articles.

—That the circumstances of the country, in which the manufacture was to be established, should compel him to work the soil, the wheel, and the loom, with people to be subsisted at his own expence. Nothing is more obvious, than that the value of the linen will depend upon the amount of the various expences incurred through the process. Besides the charges of rent for the land and of the labour of the people, the account must be debited with the annual value of the live stock, and the various instruments of husbandry employed on the farm, together with the annual expence of repairing the machines and workhouses, necessary

fary for conducting the manufacture with advantage ; and also with the food purchased for the maintenance of the people. The most simple proposition is not more evident, than that every additional charge to any one of the articles, required in the course of this business, from the sowing the seed to the completing the bale, is an addition to the price of the linen : It follows then as an evident consequence, that if the price of any of the requisites in the manufacture should be so much enhanced, as thereby to raise the value of the commodity above the price it will bring at market, the speculatist must abandon his project, or sink under his perseverance.

The supposed case of the former, who becomes a manufacturer upon speculation, is the true case of the planter, who becomes so from necessity. The planter cannot let his lands. If he devotes them *at all* to the cultivation of the sugar cane, which is the raw material, he must establish the

manufacture of sugar and rum ; and for the establishment of this manufacture, a numerous body of working people, costly buildings, an infinite variety of expensive furniture are required. But if in his system of management, he sacrifices provisions to the sugar cane, as the principle object, he then becomes dependent upon a foreign market for his supplies. America is the only market which can furnish those supplies at a price which the manufacture of sugar will bear : and it is a truth which every Minister should know, that the planter is wholly and unavoidably dependent on America for the indispensable article of lumber. It is not within the present design, to explain how inadequate the supplies from Canada and Nova-Scotia are to the immediate demands of the West-India Islands.

The reasoning on the case supposed, when applied to the facts which have been stated, will prove that this new regulation in the American trade will destroy the just and relative

lative proportion between the price of the supplies furnished by America, and the price of sugar and rum at an English or an American market; and thereby oblige the planter to reduce his crop of canes, at the least, in the degree that may be necessary for the production of provisions in quantities sufficient for the maintenance of his plantations.

An account of the imports from America to the West-India Islands for three successive years may give some idea of the magnitude of the evil apprehended. The account furnished by the commissioners of the customs, upon an order of the House of Commons shall be here stated.

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The Imports from America to the West- India Islands.

	1771.	1772.	1773.
Lumber. Feet	21,271,995	27,138,507	28,591,233
Shingles. No.	16,483,542	20,936,188	23,351,464
Staves. No.	15,546,113	21,160,461	21,319,437
Corn. Bushels	418,307	365,300	420,806
Peas. Bushels	20,124	20,124	24,779
Bread & Flour Barrels	140,898	131,159	138,262
Oats. Bushels	9,654	6,168	7,354
Oil. Barrels	1,042	951	1,453
Tar. Barrels	4,895	7,721	4,408
Horses —	2,170	2,220	2,768
Shaken Hhds. and water Casks }	16,264	17,211	20,563
Rice. Barrels	24,780	13,033	23,876
Beef and Pork Barrels	13,511	12,575	18,890

Total for 1771.	Total for 1772.	Total for 1773.
Hhds. Bars. Quint.	Hhds. Bars. Quint.	Hhds. Bars. Quint.
Fish 16144, 15143, 9240	21185, 17750, 10954	16771, 15641, 16028

Here may be seen the vast annual supply of provisions and live stock and lumber formerly furnished by America to the West-
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India Islands ; and from hence some judgment may be formed, in what degree the production of sugar may be affected, when the planters shall apply their lands and labour to the production of an equivalent quantity of provisions ; which common sense will direct them to do, whenever the relative proportion in price between the internal produce and foreign supplies, shall be destroyed by injudicious regulations in trade.

Now the certain consequence of a diminution in the production of sugar is a proportional loss to the *Revenue*. And in the present state of our finances, surely it would not be wise to risk an advantage in possession, in order to procure a good or to avert an evil in speculation. In what manner the West India Islands were supplied, or to what degree they were distressed, during the late American war, does not fall within the intention of the present enquiry. Such information may be thought to be necessary ; especially as a Gentleman, who
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was much listened to upon the subject of the American trade bill, *only* because the subject was little understood, declared upon that occasion, " That he suffered no alarm, " when he considered, how the West-India Islands had been supplied during the " American war." He may perhaps be answered at another time. At present it may be sufficient to remark, that ignorance of danger, as well as fortitude to meet it, may preserve men from alarm.

The *manufactures* as well as the *Revenue* of this country must be affected by any diminution in the production of sugar and rum. Colonization and manufactures grew up together. They assisted and supported each other by the commerce they created, till they raised an Empire to the summit of power and of glory. In the present state of things the same connection holds them together in full force. They cannot suffer separately.

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A passion for finance, without a due attention to commerce, has had its ruinous effects. Regulations in commerce, without an attentive regard to finance, may prove distressful.

It seems to be a strong objection against the present regulation, that it opposes a known principle which directs an attention to the safety and preservation of vessels employed in trade. Men never engage deeply in the article of shipping in places where there are not safe harbours, and convenient docks. Or where they cannot themselves superintend and direct the concerns of their vessels. The West-India Islands want this advantage. They are exposed to tempests and hurricanes. These discouragements will deter all but the hardy and rapacious from engaging in the hazardous scheme. For it must here be observed, that vessels constructed for the trade between America and the West-Indies are not fitted to make the long voyage to Europe. And it

would be no advantage to the owners of British vessels to be permitted to lay them up in the harbours of America, where they would incur expences and lose time.

To pursue this subject through all its parts, would lead into a detail of the circuitous commerce, which the sugar colonies create and support; into an explanation of the national advantages which arise from that commerce. The design of these observations is limited. It shall suffice only to suggest, for enquiry, how far commerce itself may by injudicious restrictions be affected in its course to Africa for Negroes, ivory, and gold; to the dependencies of Portugal for wines; to Asia for those various commodities, which pass from thence to the West-Indies, through the hands of Great Britain.

It has been shewn how the *Revenue* and *manufactures* of this country may be injured by the operation of this proclamation *in the present*

present extent of its prohibition. It is now time to fulfil the purpose of this address; which is to propose such a regulation in the trade to be carried on between America and the sugar Islands, as may enable the one to furnish its usual and ample supplies to the other, with advantage to both; and without detriment to the navigation of Great Britain.

The regulation now suggested is an addition to the proclamation—"To permit and
 "allow the inhabitants of the United States
 "of America to import from any part of
 "the said United States into any of his Ma-
 "jesty's West-India Islands, all, or any of
 "the enumerated articles in the proclama-
 "tion; being the growth or produce of the
 "said United States, as also salted fish, in
 "in any *Sloop* or *Schooner*, notwithstanding
 "the same should be American built, and
 "owned by the inhabitants of the United
 "States: Provided always, that such sloop,
 "or schooner shall not exceed in burthen

“ 160 tons, and shall not be navigated by
 “ more than one master or commander, one
 “ mate, and five sailors, and one boy. And
 “ also that rum, sugar, melasses, coffee, co-
 “ coa-nuts, ginger, and piemento, *taken in*
 “ *payment for such American produce*, may,
 “ until further order, be permitted and al-
 “ lowed to be exported and shipped from
 “ any of his Majesty’s West-India Islands,
 “ on board any American built sloop, or
 “ schooner of the above dimensions, and
 “ navigated as before particularised, to any
 “ place or port of the United States of
 “ America, upon payment of the same du-
 “ ties on exportation, and subject to the like
 “ rules, regulations, securities, and restric-
 “ tions, as the same articles by law are, or
 “ may be subject, or liable to, if exported
 “ to any British colony or plantation in
 “ America.”

The expedient proposed is meant to give
 an immediate relief, by affording an immedi-
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ate supply, to the wants of the planters; which cannot be furnished, to any amount, by those vessels, which are engaged in the sugar trade. When a system of commerce between Great Britain and America shall become the subject of discussion, MUTUAL BENEFIT must be the basis of the treaty. MUTUAL BENEFIT will not only approve, but enlarge the indulgence here recommended; for when men shall have acquired a better knowledge of the subject than they have at present, they will discover, that points of concession to America may prove acts of advantage to Great Britain. Small vessels of the description given, and so manned, contribute very little to extend navigation or to raise seamen. They are constructed to carry small cargoes of little value, and to make frequent voyages. Without *top-masts* or *yards*, they are not calculated to form able seamen. In treating this subject, it is essential to explain, and it is hoped it is not difficult to conceive, that men are formed for
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the service of the navy, and become valuable in that service, by such exertions only, as are required in working *top-sail* or *square-rigged* vessels. The business of the men on board sloops and schooners is confined to the management of three or four simple sails upon the deck. The duty of a sailor on board ships is various, intricate, and laborious. In ships, a multiplicity of sails, and a variety of rigging require memory and attention. They must be nicely trimmed to every variation of the wind. On a sudden change of weather they demand an immediate exertion of powers, which are acquired only by a long service. It is not the hardiness of the body in suffering and enduring, or the labour of the hands in pulling and hauling. It is a quick recollection of the appointed station: It is activity in climbing the ropes, and going aloft; promptness in lowering the masts and yards, and dexterity in reefing and furling the sails.—Those are some of the duties per-

performed in ships employed upon long voyages, or on difficult coasts, which form useful sailors. Single deck vessels, in short voyages over a safe ocean, afford no such opportunities of experience and improvement.

It is hoped what has been said upon this subject will prove how small a quantity of American shipping, and how few hands would be employed in furnishing supplies to the West-Indies. The points then for consideration are ; To what degree will the shipping and seamen of Great Britain be increased, and its navigation be extended, by reserving to British subjects the carriage of plantation supplies in British bottoms—; and how far its revenue, manufactures, and commerce may be affected by with-holding the supplies from the sugar colonies, under the limitations suggested.

It is humbly recommended to those, who are to decide and to direct, that those points
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may be well understood, and well considered. To the cool judgment of such well informed minds the determination is submitted which preponderates.—THE NATIONAL ADVANTAGE from continuing the prohibition; Or the NATIONAL DETRIMENT from with-holding the INDULGENCE.

Imports

Importation of sugars into England for the
last ten Years. Imports in the Year 1773,
ending the 20th March, 1774.

From	To London	Bristol.	Lancaster.	Liverpool.
Jamaica	54,308	14,126	967	9,131
Antigua	6,387	—	560	1,778
St. Kitts	6,908	801	251	26
Barbados	5,259	2,777	746	928
Granada	16,646	836	421	285
Montferat	2,806	—	—	267
Nevis	2,060	523	—	—
Dominica	4,670	274	366	685
St. Vincent	4,693	351	85	607
Tortola	1,406	—	—	2,525
Tobago	1,602	178	—	—
Total	106,745	19,866	3,396	16,232
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Imports in the Year 1774, ending the 25th
March 1775.

From	To London.	Bristol.	Lancaster.	Liverpool.
Jamaica	51,218	13,582	739	8,947
Antigua	21,125	549	565	1,914
St. Kitts	15,899	1,318	528	—
Barbados	6,929	3,584	374	456
Granada	15,090	916	423	91
Montserat	3,981	—	—	456
Nevis	5,284	794	—	—
Dominica	3,615	979	480	12
St. Vincent	4,547	130	19	348
Tortola	1,073	180	—	2,539
Tobago	3,077	605	—	145
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	131,778	22,637	3,118	14,908
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Imports in the Year 1775, ending the 25th
March, 1776.

From	To London.	Bristol.	Lancaster.	Liverpool.
Jamaica	50,340	15,248	1,117	8,665
Antigua	14,190	595	630	3,173
St. Kitts	13,520	612	442	—
Barbados	3,594	1,200	473	1,137
Granada	15,510	1,432	635	162
Montferat	3,307	—	—	547
Nevis	3,705	774	—	—
Dominica	3,089	757	122	151
St. Vincent	4,538	186	35	721
Tortola	1,178	349	—	1,416
Tobago	2,412	2,001	—	169
Anguilla	128	—	—	—
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	115,511	23,154	3,454	16,141
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Imports in the Year 1776, ending the 25th
March, 1777.

From	To London.	Bristol.	Lancaster.	Liverpool.
Jamaica	40,799	13,753	1,402	8,928
Antigua	13,398	1,011	330	1,912
St. Kitts	14,233	1,308	490	—
Barbados	5,866	2,586	427	539
Granada	10,032	1,250	292	237
Montserrat	3,223	—	—	160
Nevis	4,440	1,022	—	—
Dominica	2,078	641	205	499
St. Vincent	3,691	371	50	969
Tortola	401	552	—	1,269
Tobago	2,141	1,567	—	167
	100,302	24,061	3,146	14,680

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Imports in the Year 1777, ending the 25th
March, 1778.

From	To London.	Bristol.	Lancaster.	Liverpool.
Jamaica	33,856	12,715	1,863	11,332
Antigua	5,232	444	623	1,631
St. Kitts	11,619	714	297	77
Barbados	4,536	1,985	246	442
Granada	11,184	985	292	332
Montserrat	1,611	<u>15</u>	—	329
Nevis	2,394	394	—	—
Dominica	1,372	664	343	495
St. Vincent	3,193	341	124	931
Tortola	708	628	—	1,462
Tobago	995	741	—	103
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	76,700	19,666	3,788	17,144
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Imports in the Year 1778, ending the 25th
March, 1779.

From	To London.	Bristol.	Lancaster.	Liverpool.
Jamaica	40,509	13,234	1,423	9,161
Antigua	6,915	743	312	669
St. Kitt's	10,901	1,039	327	—
Barbados	2,284	1,108	261	341
Granada	8,596	591	67	139
Montferat	2,365	—	—	273
St. Lucia	—	—	20	15
Nevis	4,190	504	—	—
Dominica	2,004	323	—	—
St. Vincent	2,611	331	186	691
Tortola	1,091	579	—	1,210
Tobago	1,785	410	—	195
	83,251	1,862	2,596	12,694

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Imports in the Year 1779, ending the 25th
March, 1780.

From	To London.	Bristol.	Lancaster.	Liverpool;
Jamaica	42,876	13,594	1,208	10,139
Antigua	3,376	211	191	284
St. Kitt's	15,747	1,199	487	102
Barbados	5,619	1,993	312	164
Granada	10,411	648	—	—
Montferat	3,226	—	—	280
Nevis	3,042	356	—	56
Dominica	—	—	—	—
St. Vincent	3,042	—	—	—
Tortola	935	134	—	1,305
Tobago	1,268	141	28	100
St. Martins	—	—	—	58
St. Lucia	508	—	427	1,339
	90,051	18,226	2,653	13,827
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Imports in the Year 1780, ending the 25th
March, 1781.

From	To London.	Bristol.	Lancaster.	Liverpool.
Jamaica	49,158	14,807	996	6,522
Antigua	3,304	94	166	1,499
St. Kitts	14,617	1,738	510	268
Barbados	4,794	1,384	192	486
Granada	—	—	—	155
Montserat	2,302	—	—	380
St. Eustatia	—	—	—	303
Nevis	2,816	434	—	—
St. Martins	—	—	319	—
Tortola	899	—	—	1,644
Tobago	1,969	83	—	—
Anguilla	—	—	—	—
St. Lucia	1,008	80	448	2,155
Demerara	—	—	—	—
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	80,876	18,620	2,631	13,412
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Imports in the Year 1781, ending the 25th
March, 1782.

From	To London.	Bristol.	Lancaster.	Liverpool.
Jamaica	38,509	9,220	624	8,812
Antigua	7,063	261	163	1,297
St. Kitts	14,102	960	138	52
Barbados	1,737	2,065	126	159
Montserrat	3,290	—	—	—
Nevis	3,259	843	—	70
St. Eustatia	—	204	—	—
Dominica	—	—	—	70
St. Martins	—	1,673	—	688
St. Vincent	—	—	—	207
Tortola	1,238	492	—	2,276
Tobago	549	106	—	10
Anguilla	—	—	1,134	492
St. Lucia	738	290	325	7,181
Demerara	2,381	—	—	—
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	72,860	16,114	2,510	21,314
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Imports in the Year 1782, ending the 25th
March, 1783.

From	To London.	Bristol.	Lancaster.	Liverpool.
Jamaica	30,282	10,800	75	10,374
Antigua	11,336	372	4	154
St. Kitts	13,243	1,114	143	—
St. Lucia	2,662	510	916	3,571
Barbados	5,170	2,667	9	25
Grenada	—	—	140	41
Montserrat	2,946	—	—	197
Nevis	2,628	372	—	—
Dominica	—	—	—	438
Tortola	3,330	1,375	14	1,062
Tobago	—	—	—	—
St. Martins	—	845	—	—
Anguilla	—	293	—	11
Demerara	685	—	—	—
Sundry pla.	2,694	—	—	—
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	74,976	17,948	1,301	15,673
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The

The amount of the annual importation of
sugars into England for the last ten years,
ending the 25th of March, 1783.

	Hhds.
1773	146,239
1774	172,451
1775	158,260
1776	142,239
1777	117,298
1778	117,403
1779	124,807
1780	115,530
1781	112,798
1782	106,898

Note, It may be objected, that this great decrease in the importation of sugar within the above period must be attributed, in part at least, to the loss of the several islands which were captured by the French.—It might serve as an answer to such an observation,

ation, that the importation in the year 1778 fell down to 117,403, by which it appears, that there was a diminution of more than 52,000 Hhds. previous to the capture of the Islands. But those who are desirous of minute information will find, upon an attentive perusal of the preceding accounts of the imports, that the sugars of St. Kitt's, Nevis, and Montserrat were admitted into the English markets.—The sugars from Granada, Dominica, and St. Vincent's were not received under the same sanction into the English ports; yet, when it is observed how much the importation from St. Martin's, St. Lucia and Anguilla increased after the capture of those Islands, without any increase of their production, the diminution of the importation cannot be ascribed to the cause of capture. Fifteen thousand five hundred and ten Hhds. is the medium of the importation from Granada, Dominica, and St. Vincent's, for the three years preceding the capture of Granada, allowing 2,327 Hhds.

Hhds. for the importation from Dominica in the Year 1778, when it was captured.

To shew this at one view, the following extract is made from the preceding accounts.

Importation of sugars into England.										
	1773	1774	1775	1776	1777	1778	1779	1780	1781	1782
St. Lucia	—	—	—	—	—	35	2,274	3,691	8,534	7,659
Tortola	3,931	3,792	2,943	2,222	2,808	2,888	2,375	2,543	4,006	5,781
Anguilla	—	—	—	—	—	—	—	—	1,134	304
St. Martin's	—	—	—	—	—	—	58	319	2,361	845
Eustatia	—	—	—	—	—	—	—	303	204	—
Demerara	—	—	—	—	—	—	—	—	2,381	685
Sundry places	—	—	—	—	—	—	—	—	—	2,694
Granada	18,188	16,520	17,739	11,811	12,793	9,393	11,059	—	—	—
Dominica	5,995	5,086	4,119	3,423	2,874	2,327	—	—	—	—
St. Vincent	5,736	5,044	5,480	5,081	4,589	3,819	3,042	—	—	—
	29,919	26,650	27,338	20,315	20,256	15,539	14,101	—	—	—

How much the revenue has suffered by the diminution in the importation of rum will appear from the following “ official account of the net duties, and excise received on rum imported from the West-India Islands into England from the 5th of July, 1774, to the 5th of July, 1783.”

	£.	s.	d.
1774	316,411	19	6
1775	296,153	0	0
1776	314,243	16	3
1777	346,600	19	10
1778	320,918	16	5
1779	321,876	9	10
1780	301,539	1	3
1781	230,379	4	10
1782	223,361	4	10
1783	237,307	13	10

Mr. Locke has asserted it “ as an undoubted truth, that the country gentleman is more concerned in trade, and ought to take greater care, that it be well managed and preserved than the merchant

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“chant himself.” Mr. Locke then would recommend it to the country gentlemen to investigate and remove, as far as they are able, the cause, which has produced so rapid a decline in this valuable branch of commerce.

PRO-

P R O C L A M A T I O N.

At the Court at St. JAMES'S, the 2d of July, 1783.

P R E S E N T,

THE KING's most Excellent Majesty in Council.

WHEREAS by an Act of Parliament passed this session, intituled, "An Act for preventing certain instruments from being required from ships belonging to the United States of America, and to give to his Majesty, for a limited time, certain powers for the better carrying on trade and commerce between the subjects of his Majesty's dominions and the inhabitants of the said United States," it is amongst other things enacted, that during the continuance of the said act, it shall and may be lawful for his Majesty in Council, by order or orders to be issued and published from time to time, to give such directions and to make such regulations with respect to duties, drawbacks or otherwise, for carrying on the trade and commerce between the people and territories belonging to the Crown of Great Britain, and the people and territories of the said United States, as to his Majesty in Council shall appear most expedient and salutary, any law, usage, or custom to the contrary notwithstanding; his Majesty doth therefore, by and with the advice of his privy council, hereby order and direct, that pitch, tar, turpentine, hemp, and flax, masts, yards, and bowsprits, staves, heading, boards, timber, shingles, and all other species of lumber; horses, neat cattle, sheep, hogs, poultry, and

and all other species of live stock and live provisions; peas, beans, potatoes, wheat, flour, bread, biscuit, rice, oats, barley, and all other species of grain, being the growth or production of any of the United States of America, may (until further order) be imported by British subjects in British-built ships, owned by his Majesty's subjects, and navigated according to law, from any port of the United States of America, to any of his Majesty's West-India Islands; and that rum, sugar, molasses, coffee, cocoa-nuts, ginger, and pimento, may, until further order, be exported by British subjects in British-built ships, owned by his Majesty's subjects, and navigated according to law, from any of his Majesty's West-India Islands, to any port or place within the said United States, upon payment of the same duties on exportation, and subject to the the like rules, regulations, securities and restrictions, as the same articles by law are or may be subject and liable to, if exported to any British colony or plantation in America. — And the Right Honourable the Lords Commissioners of his Majesty's Treasury, and the Lords Commissioners of the Admiralty, are to give the necessary directions herein, as to them may respectively appertain.

STEPH. COTTRELL."

